

# State Route 11

## OVERALL GOALS

- The SR-11 Project will help reduce traffic congestion at the San Ysidro and Otay Mesa POEs by providing a new means for crossing the U.S.-Mexico Border.
- It will also provide a more efficient means of transporting goods and services from the POE north to the SR-905/SR-125 interchange.
- Mobility in this border region is vital. This project will connect SR-11 on this side of the border with the proposed Tijuana 2000 Bypass Highway in Mexico, with links to the Tijuana-Tecate and the Tijuana-Ensenada toll roads.

## THE PROJECT

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The State Route 11 (SR -11) Project will consist of constructing approximately two miles of a new four-lane freeway from the proposed SR-905/SR-125 junction to the future Federal Port of Entry (POE) at East Otay Mesa in San Diego County.

## TRAFFIC

The SR-11 Project and the addition of a new POE will reduce traffic at the already congested San Ysidro and Otay Mesa POEs. This will mean shorter lines and less of a wait to cross the border. About 25,000 vehicles a day are forecast to cross the border at the new East Otay Mesa POE by the year 2020. Ninety-eight percent of trade from Mexico to California and points beyond is carried by truck, according to the U.S. Customs Service. A San Diego Association of Governments study shows that the need for this project is vital to international trade at this is vital to international trade at this location. The study indicates that at the Otay Mesa POE, truck traffic is expected to increase from 1999's annual count of 1.3 million trucks to 2.1 million trucks in 2010. The existing Otay Mesa POE is the only commercial port between Tijuana, Baja California, Mexico and San Diego. The SR-11 Project and the new Otay Mesa East POE will not only reduce traffic congestion, but will also provide an alternate facility for commercial traffic.

## PROJECT STATUS/FUNDING

An Environmental Impact Report /Environmental Impact Statement will likely need to be issued before construction begins. Environmental constraint studies has been completed. The project's complete environmental phase should be completed by late 2005. The design and right of way portions will take two to three years, although a portion of his work may be concurrent with the environmental phase. Construction should take two to three years before the project is open to traffic. Alternatives for the SR-11 project range from \$188 million to \$238 million (escalated to 2007). This cost includes all engineering, the purchase of property and construction. The California Transportation Commission has programmed \$8 million from the interregional element of the State Transportation Improvement Program (STIP) to start the environmental phase and engineering studies, but actual funding for the remaining elements of the project have not yet been identified.

## OUR PARTNERS

Caltrans is working closely with the Federal Highway Administration, the San Diego Association of Governments, the city of San Diego, Federal General Services Association, San Diego County, Otay Chamber of Commerce and the local business community.

## FOR MORE INFORMATION

You may contact the Caltrans Public Information Office at (619) 688-6670 to get additional information, or more copies of this fact sheet. You may also visit the Caltrans, District 11, website at [www.dot.ca.gov/dist11](http://www.dot.ca.gov/dist11). For real-time highway traffic information log on to [www.dot.ca.gov/sdtraffic](http://www.dot.ca.gov/sdtraffic).